

## AGENDA

### DEPARTMENT OF ENVIRONMENTAL QUALITY

#### TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

July 12, 2006

State Administrative Board

July 18, 2006

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### SUBMERGED LANDS

1. Proposed private use agreement of a 0.23-acre parcel of Lake Huron public trust bottomlands for the private and/or commercial purpose of dockage for recreational watercraft in DeTour Township, Chippewa County.

Applicant: Joseph Dudeck and Cynthia Verruso

Consideration: \$330/year

\_\_\_\_\_  
Elizabeth M. Browne, Acting Assistant Chief  
Land and Water Management Division  
Department of Environmental Quality

\_\_\_\_\_  
Date

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - July 12, 2006 - 3:30 P.M.  
State Administrative Board Meeting - July 18, 2006 - 11:00 A.M.

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MINERAL LEASES

1. DIRECT OIL AND GAS LEASES (4) - NONDEVELOPMENT: DTE Gas & Oil Company, of Traverse City, Michigan, 637.00 acres, more or less, of Department of Natural Resources, State-owned minerals located in Section 21, T30N, R06W, Chestonia Township, Antrim County. This item was submitted previously on the June 28, 2006, Transportation and Natural Resources Committee agenda.

Terms: One-year term, no extensions, 3/16 royalty, \$63,700.00 bonus consideration (\$100.00 per acre), and \$2.00 per acre rental.

The Director of the Department of Natural Resources approved Item 1 on June 1, 2006. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:  
Department of Natural Resources

By: \_\_\_\_\_  
Thomas Wellman, Manager  
Mineral and Land Management Section  
Forest, Mineral and Fire Management

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 12, 2006 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: July 18, 2006 – Lake Ontario Room,  
3<sup>rd</sup> Floor, Michigan Library and Historical Center, 11:00 AM

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#### **SUBCONTRACTS**

- |    |  |  |  |
|----|--|--|--|
| 1. | <b>John Carlo, Inc.</b><br><b>45000 River Ridge Drive</b><br><b>Clinton Township, MI 48038</b> | <b>Low Bid:</b><br><b>Engineer's Estimate:</b><br><b>Over/Under:</b> | <b>\$638,308.50</b><br><b>\$611,400.00</b><br><b>+4.4%</b> |
|----|--|--|--|

#### **Description of Work: Hot Mix Asphalt Resurfacing**

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for hot mix asphalt resurfacing on M-53 from Bordman Road to Kidder Road in Bruce Township. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing hot mix asphalt resurfacing on M-53 from Bordman Road to Kidder Road in Bruce Township.

**Benefit:** Will provide for a reduction in annual maintenance costs and a safer driving surface.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The pavement is in need of repair to make it smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48038.

|    |  |                             |                  |
|----|--|-----------------------------|------------------|
| 2. | <b>Pyramid Paving Co.</b><br><b>1415 West Center Road</b><br><b>Essexville, MI 48732</b> | <b>Low Bid:</b>             | <b>\$ 76,475</b> |
|    |  | <b>Engineer's Estimate:</b> | <b>\$ 86,400</b> |
|    |  | <b>Over/Under:</b>          | <b>-11.5%</b>    |

**Description of Work: Bituminous Paving**

Approval is requested to authorize the Lapeer County Road Commission to award a subcontract for bituminous paving on I-69 turnarounds in Lapeer County. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To improve the road condition by performing bituminous paving on I-69 turnarounds in Lapeer County.

**Benefit:** Will provide for a reduction in annual maintenance costs and a safer driving surface.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without the prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The pavement is in need of repair to make it smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48732.

### **CONTRACTS**

3. **HIGHWAYS (Real Estate) – Resolution “A” (Sealed Bid Sale)**  
Tract 921, Control Section 70025, Parcel 144, Part A, Parcel 188, Part A

The subject tract is located in Georgetown Township, Ottawa County, Michigan, and contains approximately 2.36 acres. An appraisal was completed by Dave Thomas, Grand Region Property Analyst, on February 15, 2006, at \$110,000. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on February 15, 2006, for the amount of \$110,000. The tract was advertised and offered at a sealed bid sale on June 14, 2006, at the MDOT Grand Region Office, Grand Rapids, Michigan. Total revenue from the sealed bid sale is \$132,015. The minimum acceptable bid price, the name of the purchaser, and the proposed selling price are set forth in the resolution. The tract was offered to the local municipality prior to being offered to the public. The tract was determined to be excess by the Bureau of Highway – Development.

\$132,015

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

\* Denotes a non-standard contract/amendment

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49429.

4. HIGHWAYS (Real Estate) – Resolution “B” (Sealed Bid Sale)

Tract 934, Control Section 04998, Parcel F, Part A, Parcel 100G, Part A

The subject tract is located in the city of Alpena, Alpena County, Michigan, and contains approximately 0.70 acres. An appraisal was completed by Jeffrey Kirby, an independent fee appraiser, on March 21, 2006, at \$207,000 and reviewed by Judy Raymond, North Region Property Analyst, on April 12, 2006, at the amount of \$207,000. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on April 17, 2006, for the amount of \$207,000. The tract was advertised and offered at a sealed bid sale on June 15, 2006, at the MDOT Alpena Transportation Service Center Office, Alpena, Michigan. Total revenue from the sealed bid sale is \$207,000. The minimum acceptable bid price, the name of the purchaser, and the proposed selling price are set forth in the resolution. The tract was offered to the local municipality prior to being offered to the public. The tract was determined to be excess by the Bureau of Highway – Development.

\$207,000

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49707.

5. HIGHWAYS (Real Estate) – Resolution “C” (Excess Exchange)  
Tract 758, Control Section 58151, Parcel 3RA, Part A

The subject tract is located in the township of Monroe, Monroe County, Michigan, and contains approximately 1.78 acres. The Monroe County Rod and Gun Club approached MDOT several years ago requesting to purchase MDOT property that is part of the Monroe Welcome Center. In the process of researching the various conveyances that comprise the Welcome Center property, MDOT discovered a utility easement from the Welcome Center site to Lighthouse Road. The easement was originally acquired to provide a sanitary sewer to the Welcome Center site. The easement was poorly written and, upon further examination, MDOT was uncertain as to what rights were actually conveyed to MDOT. In the meantime, MDOT is building the Monroe Welcome Center for an estimated cost of \$4.5 million dollars. MDOT has determined that if this property is sold in the future, lack of legal access will severely diminish the market value of the property and reduce sale revenue to MDOT. To allow MDOT to sell the Monroe Welcome Center at market value in the future, MDOT has proposed that the Monroe County Rod and Gun Club convert the existing easement to fee, which will provide legal access to the Monroe Welcome Center via Lighthouse Road, in exchange for the subject tract. The transaction was approved for a mutual benefit exchange by Jim Simon, University Region Property Manager, on June 13, 2006. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Mutual Exchange

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefits.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48161.

6. HIGHWAYS (Real Estate) – Resolution “D” (Railroad Easement)  
Sale RR-023-E, Item 1, Control Section 280200, Parcel 8A

The subject tract is located in the village of Fife Lake, Grand Traverse County, Michigan, and contains approximately 1,300 square feet. On June 14, 2005, Sally and James Morrison, Robert Parmelee, Derrill and Carol Snyder, Gordon Stryker, Catherine Davis, and Rita Shively, collectively known as co-plaintiffs, filed a lawsuit against MDOT to establish an easement across the railroad right-of-way owned by MDOT and used by the Tuscola and Saginaw Bay Railway Company, Inc. As part of the stipulation and final order, MDOT must grant an easement to the co-plaintiffs for the sum of One Dollar. The tract was not offered to the local municipalities because it is a court-ordered easement. The easement was approved by the Multi-Modal Transportation Services Bureau.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** The purpose of granting an easement on railroad property is to allow state agencies, local units of governments, or private parties the use of MDOT property while MDOT maintains the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, or other property concerns.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Easements are processed for a fee established by an MDOT process team. The fees for state agencies and local units of government may be waived if the easements are used for transportation purposes.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49633.

7. \*EXECUTIVE (Office of Economic Development and Enhancement) – IDS SR2S Program  
**Retroactive** Contract (2006-0483) between MDOT and the Michigan Fitness Foundation will provide for program development, project management, education and outreach, and technical assistance services to support the federal Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU) to be performed on an as needed/when needed basis (140 days retroactive). The intent of this program is to create and promote safe nonmotorized options for children for their daily commutes to school. The contract will be in effect from March 1, 2006, through September 30, 2009. The maximum contract amount will be \$3,250,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

This contract is retroactive because the contracting process was not clearly identified for handling the services needed under this contract, which delayed implementation. A previous regular contract had expired and because of the lack of a clear set of deliverables, it was determined that an IDS contract format would best suit this program, as it would allow for clear scoping at the authorization level.

8. \*EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program  
**Retroactive** Authorization (Z1) under Contract (2006-0483) between MDOT and the Michigan Fitness Foundation (MFF) will provide for outreach, training, and technical assistance to schools interested in participating in the Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU) and assist MDOT in developing program structure and grant application and selection processes(140 days retroactive). The work items include information dissemination through website, training, presentations, and school registrations; preparation and conduct of steering committee and coalition meetings; analysis and development of materials leading to completion of program guidance and the application process. The authorization will be in effect from March 1, 2006, through June 30, 2006. The authorization amount will be \$36,000. The contract term will be March 1, 2006, through September 30, 2009. Source of Funds: 80% Federal Transportation Enhancement Program Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for program development, project management, education and outreach, and technical assistance services to MDOT in carrying out the newly enacted federal SR2S Program. The work items include outreach, training, and technical assistance to elementary and middle schools seeking to develop SR2S action plans, which form the basis for eligibility for applications for funding; development, testing, and implementation of a new handbook; assistance in developing application guidelines and evaluation criteria and in coordinating technical multi-agency reviews and recommendations for funding; and development and implementation of federally-required program impact evaluation regimes to assess the impact of SR2S projects on walking and biking attitudes and behavior, health and fitness, and safety incident experiences.

**Benefit:** MFF has the capacity and experience necessary to effectively organize and deliver the federal program.

**Funding Source:** 80% Federal Transportation Enhancement Program Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** Without this authorization, Michigan may be delayed in meeting the ongoing needs of the new federal funding program, and the benefits that funding will bring to schools and school children across the state may be delayed.

**Cost Reduction:** MFF is unique in having the necessary capacity, expertise, relationships, and experience to perform the services under this authorization. The organization successfully completed an MDOT-funded pilot project to develop Michigan's current SR2S handbook and is effectively the public face of the SR2S movement in Michigan. As a private non-profit organization with a long history of service to the state in health and fitness promotion, MFF is uniquely positioned to provide the services.

**Selection:** Best source.

**New Project Identification:** This is a new project.

**Zip Code:** 48864.

9. \*EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program  
Authorization (Z2) under Contract (2006-0483) between MDOT and the Michigan Fitness Foundation (MFF) will provide for assistance to MDOT in developing and implementing Michigan's Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU). Work items include providing outreach, training and technical assistance to schools interested in participating in the program; assisting MDOT in developing and implementing program structure and grant applications; providing training and technical assistance to schools for Safe Routes to School Fund; providing technical assistance to schools in planning for statewide Walk to School Day for 2006 and 2007; developing and applying program evaluation tools; and administering non-infrastructure projects selected for program funding. The work items include information dissemination through website, training, presentations and school registrations; preparation and conduct of Steering Committee and Coalition meetings; analysis and development of materials leading to completion of program guidance and application forms and process; developing, formatting, testing and producing a Middle School Handbook; registering and providing materials and assistance to schools for Walk to School Days; developing, documenting, applying and reporting program evaluation methodology and evaluation results; and administering non-infrastructure grant awards. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$1,000,000. The contract term will be March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal Safe Routes to School Program Funds.



**Purpose/Business Case:** To provide for program development, project management, education and outreach, and technical assistance services to MDOT in carrying out the newly enacted federal SR2S Program. The work items include outreach, training, and technical assistance to elementary and middle schools seeking to develop SR2S action plans, which form the basis for eligibility for applications for funding; development, testing, and implementation of a new handbook; assistance in developing application guidelines and evaluation criteria and in coordinating technical multi-agency reviews and recommendations for funding; and development and implementation of federally-required program impact evaluation regimes to assess the impact of SR2S projects on walking and biking attitudes and behavior, health and fitness, and safety incident experiences.

**Benefit:** MFF has the capacity and experience necessary to effectively organize and deliver the federal program.

**Funding Source:** 100% Federal Safe Routes to School Program Funds.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** Without this authorization, Michigan may be significantly delayed in meeting the ongoing needs of the new federal funding program, and the benefits that funding will bring to schools and school children across the state may be delayed.

**Cost Reduction:** MFF is unique in having the necessary capacity, expertise, relationships, and experience to perform the services under this authorization. The organization successfully completed an MDOT-funded pilot project to develop Michigan's current SR2S handbook and is effectively the public face of the SR2S movement in Michigan. As a private non-profit organization with a long history of service to the state in health and fitness promotion, MFF is uniquely positioned to provide the services.

**Selection:** Best source.

**New Project Identification:** This is a new project.

**Zip Code:** 48864.

10. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (96-0770/A8) between MDOT and MVA Engineering will provide for the performance of additional services for MDOT's Bridge Design Computer Program, will increase the contract amount by \$24,500, and will extend the contract term by one year. The additional services will include updating maintenance and independent testing for the Bridge Design Computer Program. The original contract provides for the upgrade of the Bridge Design System. The revised contract term will be January 22, 1997, through December 31, 2007. The revised contract amount will be \$215,265. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional services for MDOT's Bridge Design Computer Program, increase the contract amount by \$24,500, and extend the contract term by one year. The additional services will include updating maintenance and independent testing for the Bridge Design Computer Program.

**Benefit:** All bridges designed in-house by MDOT personnel will depend on the accuracy and quality of the work done by the consultant with the Bridge Design Program. MDOT will benefit from improved product quality, economy, and safety.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Virtually all of MDOT's in-house bridge design work will be at risk without proper maintenance updating and independent testing of MDOT's Bridge Design Computer Program. This work is necessary to meet AASHTO and federal requirements. The consultant created, wrote, and implemented this software program. The tasks to be performed require the consultant's specialized knowledge of the system and engineering expertise.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** Not a new project.

**Zip Code:** 48909.

11. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z29/R4) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional services and will increase the authorization amount by \$110,310. The additional work will include holding context sensitive solutions (CSS) orientation sessions for fourteen metropolitan planning organizations (MPOs) and regional planning organizations (RPOs) (CS 84900 – JN 84860). The authorization term remains unchanged, February 15, 2005, through May 9, 2007. The revised authorization amount will be \$398,458.86. The contract term is May 9, 2003, through May 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** CSS, sometimes called context sensitive design, is a new nationwide approach that includes involving a broader group of stakeholders in decisions about future transportation projects in communities. This project was initiated under Executive Directive 2004-25, which directed MDOT to develop a CSS policy, to incorporate CSS principles in its activities, and to orient MDOT staff on the national and MDOT approaches to CSS. MDOT has given CSS awareness training to approximately 1,000 staff in 35 three-hour classes. This contract is to provide much of the same material to fourteen MPOs and RPOs so their staffs will understand MDOT's three to five year lead time in selecting future transportation projects.

**Benefit:** Having the same instructors present the same CSS material to MPOs and RPOs as previously presented to MDOT staff will help MDOT to reach its goal of obtaining community input early. MDOT staff and communities will receive the same CSS message.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without partnership of governmental units, MDOT might not fully comply with the intent of the Governor's CSS Directive nor comply with the State Transportation Commission's CSS policy.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization. Continuation of qualifications-based selection in December 2004, based on very good evaluations and on-time deliverables from selected consultant.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z23) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge project scoping for the development of repair recommendations for bridge structures within the Metro Region (CS 63102 - JN 86867). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$186,461.33. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor structure conditions and a detailed scope of work is needed to include the structures in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of conditions, necessary repairs, and cost estimates for the rehabilitation.

**Benefit:** Will provide a clear understanding of the structure conditions and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure continued and future in-service safety and proper management of the Metro Region bridge network.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the proposed work is not completed, the structures requiring emergency repairs or load restrictions will continue to deteriorate.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This project is for the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

13. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z32/R1) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$58,602.63. The additional design services are needed to facilitate the optimum design because of unforeseen site conditions. The original authorization provides for the performance of design services for the replacement of deteriorating structures on the primary east/west-bound and north/south-bound trunklines in the area, M-19 over a branch of the Cass River and M-46 over the south branch of the Cass River, in Sanilac County (CSs 74032, 74061 - JN 83570D). The authorization term remains unchanged, February 16, 2006, through April 5, 2008. The revised authorization amount will be \$342,542.77. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide design services for the replacement of two deteriorating structures on the primary east/west-bound and north/south-bound state trunklines in the area. Unforeseen site conditions require that the authorization be revised to facilitate the optimum design for the situation.

**Benefit:** Will provide for improved infrastructure quality and improved safety.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this project could result in safety problems due to the deterioration of the bridges.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48413.

14. \*HIGHWAYS – Increase Services and Amount

Amendatory Contract (2005-0208/A1) between MDOT and HNTB Michigan, Inc., will provide for the addition of Phase II services and will increase the contract amount by \$621,600. The additional services will include system management for the Intelligent Transportation System (ITS) equipment through the construction phase of the project, reviews of as-built drawing submittals for the ITS system, and final evaluation of the ITS system. The additional services will allow the consultant project manager to be involved throughout the process to ensure that MDOT receives the required equipment and services. The original contract provides for design and system management services to be performed for the ITS project on I-94 from Moross Road to the Blue Water Bridge, on I-96 from I-275 to the Livingston County line, and on I-69 from Reeves Road to the Blue Water Bridge in St. Clair, Macomb, and Oakland Counties (CSs 50111, 63022, 63400, 77023 – JNs 83060C, 83057C, 77009C, 59637C). The contract term remains unchanged, May 20, 2005, through December 31, 2006. The revised contract amount will be \$2,089,806. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for system management services for ITS equipment installation and field testing. The additional services will allow the consultant to perform reviews of as-built drawing submittals for the system, to provide system manager services through the construction phase, and to provide a final evaluation of the system. This will provide for engineering review and oversight throughout the entire process to ensure that MDOT is getting the equipment and services necessary to meet the system requirements.

**Benefit:** Will provide MDOT with the ability to track the project and ensure that the equipment and methods used meet MDOT contract requirements. The consultant selected is the most familiar with the system requirements since it performed the Phase I design.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The lack of system management services for the ITS equipment could cause MDOT to have a system that is incompatible with existing equipment and future system expansion. Federal Highway Administration Funds may be jeopardized if the oversight services are not performed.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for design services to be performed for the freeway pavement reconstruction of I-475 from the north end of the barrier wall to I-75 in Genesee County (CS 25132 – JN 87256C). The work items include design surveys, a drainage study and related design plans, drainage adjustments and improvements, joint repairs and pavement patching, a crash analysis and safety review, staging and maintaining traffic, pavement marking plans, and final design plans. The authorization will be in effect from the date of award through August 11, 2008. The authorization amount will be \$671,315.09. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of design services for the freeway pavement reconstruction of I-475 from the north end of the barrier wall approximately one-half mile west of Detroit Street to I-75. The existing roadbed is in poor condition.

**Benefit:** This project will improve the roadway condition and safety and extend the service life of the roadway.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this service would result in continued deterioration of existing pavement, affecting both serviceability and safety. It would also jeopardize the strategy to improve the existing roadway system and meet statewide condition goals.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project. This project consists of reconstructing the existing roadway, improving the drainage and safety along I-475.

**Zip Code:** 48458.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2005-0376) between MDOT and Northwest Consultants, Inc., will provide for design services to be performed for enhancement work related to the roadway rehabilitation of M-43 from 2nd Street to the west city limits of Kalamazoo in Oshtemo and Kalamazoo Townships, Kalamazoo County (CS 39081 - JN 87823C). The enhancement work includes a non-motorized path, paving between curb and sidewalk, pedestrian lighting, and boardwalks. The work items include preparing required plans and typical cross-sections and performing surveys. The authorization will be in effect from the date of award through August 3, 2008. The authorization amount will be \$148,470.24. The contract term is August 3, 2005, through August 3, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for enhancement work related to the roadway rehabilitation of M-43 from 2nd Street to the west city limits of Kalamazoo in Oshtemo and Kalamazoo Townships, Kalamazoo County.

**Benefit:** Will ensure the continuation and delivery of the Five Year Plan, including federal enhancement grant projects.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not completing the design of this project would have a negative impact on the relationship the Transportation Service Center has developed with the local agencies and could jeopardize the strategy to improve the existing system and meet the statewide condition goals. Federal funding could also be jeopardized.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49006.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2005-0376) between MDOT and Northwest Consultants, Inc., will provide for design services to be performed for geometric improvements related to the roadway rehabilitation of M-43 from 2nd Street to the west city limits of Kalamazoo in Oshtemo and Kalamazoo Townships, Kalamazoo County (CS 39081 - JN 87186C). The geometric improvements include adding dual left-turn lanes in all quadrants and a dedicated right-turn lane at the Drake Road/M-43 intersection. The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans and performing surveys. The authorization will be in effect from the date of award through August 3, 2008. The authorization amount will be \$182,037.06. The contract term is August 3, 2005, through August 3, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for geometric improvements related to the roadway rehabilitation of M-43 from 2nd Street to the west city limits of Kalamazoo in Oshtemo and Kalamazoo Townships, Kalamazoo County.

**Benefit:** Will ensure the continuation and delivery of the Five Year Plan, including Congestion Mitigation Air Quality projects.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not completing the design of this project would have a negative impact on the relationship the Transportation Service Center has developed with the local agencies and could jeopardize the strategy to improve the existing system and meet the statewide condition goals. Federal funding could also be jeopardized.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49006.

18. \*HIGHWAYS - Design Consultant Services

Contract (2006-0068) between MDOT and Bergmann Associates will provide for the performance of design services for the patching and overlay of I-96/I-696 from Novi Road to approximately 100 feet west of Halstead Road in the cities of Novi and Farmington Hills, Oakland County. The work items include conducting a design survey, the preparation of base plans, right-of-way plans, traffic control plans, permanent pavement marking plans, a drainage study, utility plans and freeway and non-freeway signing plans. The project length is 2.835 miles. The contract will be in effect from the date of award through December 31, 2008. The contract amount will be \$1,339,019.67. Source of Funds: 88.34% Federal Highway Administration Funds and 11.66% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract will provide for design services for the patching and overlay of I-96/I-696 from Novi Road to approximately 100 feet west of Halstead Road in the cities of Novi and Farmington Hills, Oakland County. The work items include conducting a design survey, the preparation of base plans, right-of-way plans, traffic control plans, permanent pavement marking plans, a drainage study, utility plans and freeway and non-freeway signing plans. The project length is 2.835 miles.

**Benefit:** Will improve the pavement ride and the condition and safety of the expressway. This project will reduce the long-term maintenance costs for this area.

**Funding Source:** 88.34% Federal Highway Administration Funds and 11.66% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** Not authorizing this project could result in the risk of performing alternate repairs, additional maintenance, and disruption to traffic. These disruptions could result in an increase in costs and user delays.

**Cost Reduction:** Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**Selection:** Qualifications-based.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48075.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2006-0082) between MDOT and Bergmann Associates will provide for bridge project scoping for the development of repair recommendations for bridge structures within the Metro Region (CS 63102 - JN 86870). The work items will include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through December 20, 2008. The authorization amount will be \$165,782.55. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor structure conditions and a detailed scope of work is needed to include the structures in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of condition, necessary repairs, and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the structure conditions and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure continued and future in-service safety and proper management of the Metro Region bridge network.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the proposed work is not completed, the structures requiring emergency repairs or load restrictions will continue to deteriorate.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This project is for the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2006-0135) between MDOT and NTH Consultants, Ltd. will provide for bridge project scoping for the development of repair recommendations for bridge structures within the Metro Region (CS 63102 - JN 86868). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$129,636.62. The contract term is February 6, 2006, through February 8, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor structure conditions and a detailed scope of work is needed to include the structures in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of condition, necessary repairs, and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the structure conditions and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure continued and future in-service safety and proper management of the Metro Region bridge network.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the proposed work is not completed, the structures requiring emergency repairs or load restrictions will continue to deteriorate.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This project is for the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

21. \*HIGHWAYS - Intelligent Transportation Systems Services

Contract (2006-0150) between MDOT and Kimley-Horn of Michigan, Inc., will provide for the development of an Intelligent Transportation Systems (ITS) architecture and deployment plan for the North and Bay Regions (CS 84900-JN 87106). The contract will be in effect from the date of award through July 1, 2008. The contract amount will be \$349,538.20. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the development of an ITS architecture and deployment plan for the North and Bay Regions.

**Benefit:** The development of the ITS architecture and deployment plan for the North and Bay Regions will permit the use of federal funds for ITS projects, including deployment, operations, and maintenance. The plan will also ensure a prioritized project list focused on the benefits of the ITS deployments meeting specific regional needs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not completing the study and deployment plan will preclude MDOT and any interested local agencies from using federal funds for the deployment of ITS in areas currently without an ITS architecture plan. Not developing a plan for deployment could result in deployments that are not interoperable and coordinated in their operations and deployment schedules. Not completing the project could also result in the inability to complete key components of the MDOT ITS Strategic Plan.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.



22. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for road design surveys to be performed on US-31 north and south of M-20 3.8 miles to Shelby Road in Shelby and Benona Townships, Oceana County (CS 64015 - JN 75076C). The services will include pavement reconstruction, drainage and safety improvements, widening and replacement of shoulders, and guardrail work. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$141,271.76. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for road design surveys to be performed on US-31 north and south of M-20 3.8 miles to Shelby Road in Shelby and Benona Townships, Oceana County. The services will include pavement reconstruction, drainage and safety improvements, widening and replacement of shoulders, and guardrail work.

**Benefit:** Will improve safety and extend the service life of this road, in accordance with MDOT's Five Year Plan.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not approving this project would allow further deterioration of the road.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49504.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed geotechnical and pavement investigation services and soil erosion and sedimentation control reviews to be performed for various projects in the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing, standard penetration testing, and preparation of test reports. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$249,970.60. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed geotechnical and pavement investigation services and soil erosion and sedimentation control reviews to be performed for various projects in the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing, standard penetration testing, and preparation of test reports.

**Benefit:** Will provide for testing services that are required by federal law to be performed on construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

\* Denotes a non-standard contract/amendment

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for bridge project scoping for the development of repair recommendations for bridge structures within the Metro Region (CS 84917 - JN 86871). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through April 12, 2009. The authorization amount will be \$160,858.16. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor structure conditions and a detailed scope of work is needed to include the structures in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of condition, necessary repairs, and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the structure conditions and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure continued and future in-service safety and proper management of the Metro Region bridge network.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the proposed work is not completed, the structures requiring emergency repairs or load restrictions will continue to deteriorate.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This project is for the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

25. \*HIGHWAYS - Intelligent Transportation Systems Services

Contract (2006-0289) between MDOT and Kimley-Horn of Michigan, Inc., will provide for the development of an Intelligent Transportation Systems (ITS) architecture and deployment plan for the Grand and Superior Regions (CS 84900-JN 82654). The contract will be in effect from the date of award through July 1, 2008. The contract amount will be \$349,766.79. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the development of an ITS architecture and deployment plan for the Grand and Superior Regions.

**Benefit:** The development of the ITS architecture and deployment plan for the Grand and Superior Regions will permit the use of federal funds for ITS projects, including deployment, operations, and maintenance. The plan will also ensure a prioritized project list focused on the benefits of the ITS deployments meeting specific regional needs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not completing the study and deployment plan will preclude MDOT (and any interested local agencies) from using federal funds for the deployment of ITS in areas currently without an ITS architecture plan. Not developing a plan for deployment could result in deployments that are not interoperable and coordinated in their operations and deployment schedules. Not completing the project could also result in the inability to complete key components of the MDOT ITS Strategic Plan.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

\* Denotes a non-standard contract/amendment

26. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0378) between MDOT and Patrick Engineering, Inc., will provide for the recovery, installation, and documentation of geodetic control monuments in Wayne, Oakland, St. Clair, and Macomb Counties (JN 85088) (the Michigan Height Modernization Project). The work items include differential leveling, coordination of underground utilities, and traffic control. The authorization will be in effect from the date of award through June 7, 2009. The authorization amount will be \$831,480.80. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for the recovery of existing geodetic control monuments along routes in Wayne, Oakland, St. Clair, and Macomb Counties. Differential leveling is one of the most expensive and labor-intensive parts of surveying a highway job. Without proper leveling, the job cannot be constructed properly, and cost overruns are likely due to poor mapping results. Setting the marks within the four county areas will allow us to observe the marks and position them relative to the National Spatial Reference System.

**Benefit:** This project will improve vertical accuracy, improve project control benchmarks, and make the use of automated machine grading possible.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The unit price is fixed; however, the number of units for this work has been estimated.

**Risk Assessment:** Continued high costs of bringing benchmarks to projects and continued use of grade stakes on projects. Also, machine automation will not be possible and federal matching funds may be lost.

**Cost Reduction:** This project is low bid, lowest possible costs.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

27. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2006-0394) between MDOT and Great Lakes Engineering Group, LLC, will provide for bridge project scoping for the development of repair recommendations for bridge structures within the Metro Region (CS 63102 - JN 86869). The work items include site review, engineering analysis of findings, and report preparation. The authorization will be in effect from the date of award through June 7, 2009. The authorization amount will be \$152,980.18. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor structure conditions and a detailed scope of work is needed to include the structures in the rehabilitation program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written that will provide detailed descriptions of condition, necessary repairs, and a cost estimate for the rehabilitation.

**Benefit:** Will provide a clear understanding of the structure conditions and help to determine rehabilitation options for the structures that require immediate or future repairs. This will ensure continued and future in-service safety and proper management of the Metro Region bridge network.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the proposed work is not completed, the structures requiring emergency repairs or load restrictions will continue to deteriorate.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This project is for the bridge inspection of existing bridges in the Metro Region.

**Zip Code:** 48075.

28. HIGHWAYS - IDS Engineering Services

Contract (2006-0470) between MDOT and Mansell Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2006-0484) between MDOT and Theodore M. Morgan will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

30. MULTI-MODAL – Railroad Force Account Work

Authorization (77020-87928) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of new side-of-street flashers with half-roadway gates and appropriate activation circuitry at GTW's grade crossing of Griswold Road in St. Clair County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the St. Clair County Road Commission and approved on November 4, 2004. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$100,000; FY 2006 State Restricted Trunkline Funds - \$100,000.

**Purpose/Business Case:** To provide for the installation of new side-of-street flashers with half-roadway gates and appropriate activation circuitry at the existing grade crossing of GTW with Griswold Road in St. Clair County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals with half-roadway gates and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$100,000; FY 2006 State Restricted Trunkline Funds - \$100,000.

**Commitment Level:** The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

**Risk Assessment:** The existing warning devices consist of passive crossbucks, which do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the St. Clair County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48060.

31. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-87979) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the relocation and upgrade of existing flashers and the lengthening of the existing half-roadway gate at NS's grade crossing of North Stoney Creek Drive in Monroe County, Michigan. This work, to be undertaken as part of the Monroe County Road Commission's roadway widening project, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on April 3, 2006. The project cost is estimated at \$51,228.40. Source of Funds: Federal Highway Administration Funds - \$12,807.10; FY 2006 State Restricted Trunkline Funds - \$12,807.10; Monroe County Road Commission Funds - \$25,614.20.

**Purpose/Business Case:** To provide for the relocation and upgrade of flashers and the lengthening of the half-roadway gate at the existing grade crossing of NS with North Stoney Creek Drive in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The relocation and upgrade of flashers and lengthening of the half-roadway gate was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$12,807.10; FY 2006 State Restricted Trunkline Funds - \$12,807.10; Monroe County Road Commission Funds - \$25,614.20.

**Commitment Level:** The authorization amount is based on NS's detailed estimate and will be paid on a force account basis.

**Risk Assessment:** The existing warning devices, consisting of flashers and a half-roadway gate, must be moved to accommodate road construction. Consequently, the relocation and upgrade of active warning devices will preserve and enhance safety for motorists.

**Cost Reduction:** The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48162.

32. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z22) under Master Agreement (2002-0006) between MDOT and the ALTRAN Transit Authority (ALTRAN), in Alger County, will provide state matching funds for ALTRAN's FY 1999 Federal Section 5309 Capital Discretionary Program grant for the purchase of three buses. The authorization will be in effect from the date of award through three years. The authorization amount will be \$160,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$128,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$32,000.

**Purpose/Business Case:** To provide state matching funds for ALTRAN's FY 1999 Federal Section 5309 Capital Discretionary Program grant for the purchase of three buses.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$128,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$32,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49862.

### 33-44. MULTI-MODAL - Section 5309 Program

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program grant for public transportation services. The projects are funded at 80 percent federal and 20 percent state match, plus insurance proceeds of \$22,406 received by the Caro Transit Authority (CTA) to be used by CTA to replace a bus destroyed in an accident. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,256,794. The term of the master agreement for the Roscommon County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. The Roscommon County Transportation Authority master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$987,510; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$246,878; CTA Insurance Check Funds - \$22,406.

|     | <u>Master Agreement/<br/>Authorization</u> | <u>Agency</u>                             | <u>Description</u> | <u>Total</u> |
|-----|--|---|--------------------|--------------|
| 33. | 2002-0006/Z23                              | ALTRAN Transit Authority                  | 1 Bus              | \$ 66,460    |
| 34. | 2002-0011/Z11                              | Barry County Board of Commissioners       | 1 Bus              | \$ 85,490    |
| 35. | 2002-0021/Z22                              | Branch Area Transit Authority             | 2 Buses            | \$152,225    |
| 36. | 2002-0023/Z14                              | Cadillac/Wexford Transit Authority        | 2 Buses            | \$127,500    |
| 37. | 2002-0025/Z10                              | Caro Transit Authority                    | 1 Bus              | \$ 65,916    |
| 38. | 2002-0027/Z14                              | Charlevoix County Board of Commissioners  | 1 Bus              | \$ 56,660    |
| 39. | 2002-0030/Z15                              | Crawford County Transportation Authority  | 2 Buses            | \$129,945    |
| 40. | 2002-0041/Z21                              | Greater Lapeer Transportation Authority   | 1 Bus              | \$ 92,870    |
| 41. | 2002-0076/Z12                              | Ogemaw County Board of Commissioners      | 2 Buses            | \$157,990    |
| 42. | 2002-0079/Z18                              | Otsego County Board of Commissioners      | 3 Buses            | \$190,563    |
| 43. | 2002-0086/Z22                              | Shiawassee Area Transportation Agency     | 1 Bus              | \$ 77,135    |
| 44. | 2005-0345/Z8                               | Roscommon County Transportation Authority | 1 Bus              | \$ 54,040    |

**Purpose/Business Case:** To provide funding for capital items under the FY 2005 Federal Section 5309 Capital Discretionary Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$987,510; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$246,878; CTA Insurance Check Funds - \$22,406.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** The risk of not awarding these authorizations is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

45. MULTI-MODAL - Section 5311 Program

Project Authorization Revision (Z6/R3) under Master Agreement (2002-0023) between MDOT and the Cadillac/Wexford Transit Authority (CWTA) will extend the authorization term by one year to provide sufficient time for CWTA to complete the project. This project was delayed while CWTA explored the possibility of securing property and adequate funding for a new facility. Since funding could not be secured for the new facility, this extension will allow CWTA additional time to complete facility renovations at the current location. The original authorization provides state matching funds for CWTA's FY 2003 Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through November 24, 2007. The authorization amount remains unchanged at \$150,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,600; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$30,150.

**Purpose/Business Case:** To provide for a one-year time extension to allow CWTA to complete facility renovations.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$120,600; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$30,150.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49601.

46. \*MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2004-0436/A1) between MDOT and the City of Battle Creek will increase the contract amount by \$57,514 due to higher than anticipated costs to complete the rehabilitation of the shoulders and the replacement of the medium intensity runway lighting (MIRL). The original contract provides for the resurfacing of the pavement on runway 13/31, including rehabilitation of the shoulders and the replacement of the MIRL, and for minor widening of taxiway A at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract term remains unchanged, August 23, 2004, through August 22, 2024. The revised contract amount will be \$1,257,514. Source of Funds:

|                                    | <u>Previous Total</u> | <u>Total Increase</u> | <u>Revised Total</u> |
|------------------------------------|-----------------------|-----------------------|----------------------|
| State Restricted Aeronautics Funds | \$1,080,000           | \$51,763              | \$1,131,763          |
| City of Battle Creek Funds         | \$ 120,000            | \$ 5,751              | \$ 125,751           |
| Total                              | <u>\$1,200,000</u>    | <u>\$57,514</u>       | <u>\$1,257,514</u>   |

**Purpose/Business Case:** To increase the funds by \$57,514 to cover higher than anticipated costs for the completion of the rehabilitation of the shoulders and the replacement of the MIRL. The original costs were based on estimates.

**Benefit:** Will provide the funds needed to complete the work and close the project.

**Funding Source:** State Restricted Aeronautics Funds - \$1,131,763; City of Battle Creek Funds - \$125,751; Contract Total - \$1,257,514.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not awarding the amendment is that the project may not be completed as planned. The City of Battle Creek would be responsible for the additional costs. The city cannot afford the additional costs at this time without state participation.

**Cost Reduction:** The project was bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49015.

47. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0474) between MDOT and the Oceana County Board of Commissioners will provide state grant funds for the land acquisition costs of parcels 1 through 8 at the Oceana County Airport in Hart, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$70,000. Source of Funds: State Restricted Aeronautics Funds - \$66,500; Oceana County Funds - \$3,500.

**Purpose/Business Case:** To provide for the land acquisition costs of parcels 1 through 8. The project will include the consultant costs for title, preliminary interview, appraisal and appraisal reviews, negotiations, relocation, surveys, and Exhibit A update.

**Benefit:** Acquiring the property will enhance the safety of the airport by providing for approach protection, runway protection zone acquisitions, and future FAA Part 77 requirements.

**Funding Source:** State Restricted Aeronautics Funds - \$66,500; Oceana County Funds - \$3,500; Contract Total - \$70,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.



**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49420.

48. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0475) between MDOT and the Cheboygan Airport Authority will provide federal and state grant funds for the land acquisition costs of parcel 5 at the Cheboygan County Airport in Cheboygan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$55,000. Source of Funds: FAA Funds (via block grant) - \$44,000; State Restricted Aeronautics Funds - \$9,625; Cheboygan Airport Authority Funds - \$1,375.

**Purpose/Business Case:** To provide for the land acquisition costs of parcel 5, including environmental site assessment (phase I), appraisal and appraisal review, negotiations, and acquisition and closing costs.

**Benefit:** By acquiring the land, the airport will ensure clear approaches and maintain safety by controlling the property in the runway protection zones.

**Funding Source:** FAA Funds (via block grant) - \$44,000; State Restricted Aeronautics Funds - \$9,625; Cheboygan Airport Authority Funds - \$1,375; Contract Total - \$55,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49721.

49. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0476) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the land acquisition costs of parcel 4 at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$125,000. Source of Funds: FAA Funds (via block grant) - \$100,000; State Restricted Aeronautics Funds - \$21,875; Township of Grosse Ile Funds - \$3,125.

**Purpose/Business Case:** To provide for the land acquisition costs of parcel 4 (Round Island easement).

**Benefit:** Acquiring the property will allow for the clearing of the existing approach of all obstructions, which will enhance airport safety.

**Funding Source:** FAA Funds (via block grant) - \$100,000; State Restricted Aeronautics Funds - \$21,875; Township of Grosse Ile Funds - \$3,125; Contract Total - \$125,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 48138.

50. MULTI-MODAL (Aeronautics) - Tree Clearing

Contract (2006-0477) between MDOT and the Presque Isle County Board of Commissioners will provide federal and state grant funds for the clearing of trees from the approach to runway 9 at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$90,000. Source of Funds: FAA Funds (via block grant) - \$72,000; State Restricted Aeronautics Funds - \$15,750; Presque Isle County Funds - \$2,250.

**Purpose/Business Case:** To provide for the clearing of trees from the approach to runway 9.

**Benefit:** Will enhance airport safety.

**Funding Source:** FAA Funds (via block grant) - \$72,000; State Restricted Aeronautics Funds - \$15,750; Presque Isle County Funds - \$2,250; Contract Total - \$90,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction will be bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49779.

51. MULTI-MODAL (Aeronautics) - Rehabilitation and Extension of Taxiway

Contract (2006-0478) between MDOT and the Tuscola Area Airport Authority (TAAA) will provide federal and state grant funds for the rehabilitation and extension of the taxiway at the Tuscola Area Airport in Caro, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$638,710. Source of Funds: FAA Funds (via block grant) - \$510,968; State Restricted Aeronautics Funds - \$111,774; TAAA Funds - \$15,968.

**Purpose/Business Case:** To provide for the rehabilitation and extension of the taxiway.

**Benefit:** The rehabilitation will extend the useful life of the pavement and enhance airport safety. The extension will allow the airport to accommodate larger aircraft, which will benefit airport users and the local economy.

**Funding Source:** FAA Funds (via block grant) - \$510,968; State Restricted Aeronautics Funds - \$111,774; TAAA Funds - \$15,968; Contract Total - \$638,710.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were eleven bidders.

**Selection:** N/A.

**New Project Identification:** This is for the rehabilitation and extension of an existing facility.

**Zip Code:** 48723.

52. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2006-0479) between MDOT and the Emmet County Board of Commissioners will provide federal and state grant funds for the construction of the access road and associated utility relocation work, for the installation of supplemental windcones on runway 5/23, and for airport pavement marking at the Pellston Regional Airport in Pellston, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,040,000. Source of Funds: FAA Funds - \$988,000; State Restricted Aeronautics Funds - \$26,000; Emmet County Funds - \$26,000.

**Purpose/Business Case:** To provide for the construction of the access road and associated utility relocation work, the installation of supplemental windcones on runway 5/23, and the remarking of the runway 14/32 centerline and runway 5/23 aiming point and edge lines, in accordance with Part 139, Letter of Correction.

**Benefit:** Will enhance the safety of airport users.

**Funding Source:** FAA Funds - \$988,000; State Restricted Aeronautics Funds - \$26,000; Emmet County Funds - \$26,000; Contract Total - \$1,040,000.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were six bidders for the construction of the access road. There were three bidders for the pavement marking.

**Selection:** N/A.

**New Project Identification:** The project includes rehabilitation and new work. The percentage of new work (access road and supplemental windcones) is 90 percent.

**Zip Code:** 49769.

53. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2006-0480) between MDOT and Al Meyers Airport Corporation will provide state grant funds for airport pavement marking at the Meyers-Divers Airport in Tecumseh, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$2,200. Source of Funds: State Restricted Aeronautics Funds - \$1,100; Al Meyers Airport Corporation Funds - \$1,100.

**Purpose/Business Case:** To provide for the routine marking of airport pavements.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked with paint. This marking indicates the centers and edges of runways, taxiways, and aprons and indicates where the aircraft should stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

**Funding Source:** State Restricted Aeronautics Funds - \$1,100; Al Meyers Airport Corporation Funds - \$1,100; Contract Total - \$2,200.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49286.

54. \*MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Memorandum of Understanding (MOU) (2006-0492) between MDOT and the Michigan Department of Military and Veterans Affairs (MDMVA) will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Grayling Army Airfield in Grayling, Michigan. The MOU will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** Increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$5,500.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than six years. Cost savings are found through analysis of the training.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49739.

55. MULTI-MODAL (Aeronautics) - Grading and Seeding

Contract (2006-0495) between MDOT, St. James Township, and the Township of Peaine will provide federal and state grant funds for runway safety area grading and seeding at the Beaver Island Airport on Beaver Island, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$102,566. Source of Funds: FAA Funds (via block grant) - \$82,053; State Restricted Aeronautics Funds - \$17,949; St. James Township and Township of Peaine Funds - \$2,564.

**Purpose/Business Case:** To provide for extended grading and seeding of the runway safety area.

**Benefit:** Will enhance airport safety.

**Funding Source:** FAA Funds (via block grant) - \$82,053; State Restricted Aeronautics Funds - \$17,949; St. James Township and Township of Peaine Funds - \$2,564; Contract Total - \$102,566.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The project was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49782.

\* Denotes a non-standard contract/amendment

56. MULTI-MODAL (Aeronautics) - Design and Construct Airport Improvements

Contract (2006-0496) between MDOT and the Harbor/Petoskey Area Airport Authority (HPAAA) will provide state grant funds for the design and construction of the expansion of the southside hangar area taxilanes, the extension of the access road, and the relocation of the connector taxiway and for the construction of a parking lot at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$430,000. Source of Funds: State Restricted Aeronautics Funds - \$387,000; HPAAA Funds - \$43,000.

**Purpose/Business Case:** To provide for the design and construction of the expansion of the southside hangar area taxilanes, the extension of the access road, and the relocation of the connector taxiway and for the construction of a parking lot.

**Benefit:** The expansion of the south hangar area and associated access road will provide for more aircraft storage and accessibility for the airport. The airport's hangar area will eventually be concentrated within this south area. The new passenger parking lot will replace a smaller existing lot. The new lot will provide additional parking to meet the needs of the airport and the future terminal building location. The relocation of the connector taxiway will provide a more direct route from the south hangar area to the runway.

**Funding Source:** State Restricted Aeronautics Funds - \$387,000; HPAAA Funds - \$43,000; Contract Total - \$430,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49722.

57. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2006-0497) between MDOT and the City of Dowagiac will provide federal and state grant funds for the rehabilitation of runway 9/27 and for improvements to the runway safety area (RSA) at the Dowagiac Municipal Airport in Dowagiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,025,000. Source of Funds: FAA Funds (via block grant) - \$820,000; State Restricted Aeronautics Funds - \$179,375; City of Dowagiac Funds - \$25,625.

**Purpose/Business Case:** To provide for the rehabilitation of runway 9/27 and for improvements to the RSA.

**Benefit:** Will extend the useful life of the pavements and will enhance airport safety.

**Funding Source:** FAA Funds (via block grant) - \$820,000; State Restricted Aeronautics Funds - \$179,375; City of Dowagiac Funds - \$25,625; Contract Total - \$1,025,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

**Selection:** N/A.

**New Project Identification:** This is rehabilitation of an existing facility.

**Zip Code:** 49047.

58. MULTI-MODAL (Aeronautics) - Insulation and Electrical Renovation

Contract (2006-0498) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for insulation and electrical renovation of hangars 661, 663, 664, 665, and 667 at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,163,158. Source of Funds: FAA Funds - \$2,055,000; State Restricted Aeronautics Funds - \$54,079; Marquette County Funds - \$54,079.

**Purpose/Business Case:** To provide for insulation and electrical renovation of hangars 661, 663, 664, 665, and 667. The hangars are old air force hangars in need of repair.

**Benefit:** Will upgrade the hangars to make them usable.

**Funding Source:** FAA Funds - \$2,055,000; State Restricted Aeronautics Funds - \$54,079; Marquette County Funds - \$54,079; Contract Total - \$2,163,158.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor will have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction contract will be procured through federal procurement guidelines and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is for the rehabilitation of an existing facility.

**Zip Code:** 49841.

59. MULTI-MODAL (Aeronautics) - Rehabilitation of Runway

Contract (2006-0499) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide state grant funds for the rehabilitation of the lighting, sensors, and airfield signs on runway 10/28 at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$270,000. Source of Funds: State Restricted Aeronautics Funds - \$243,000; NRAC Funds - \$27,000.

**Purpose/Business Case:** To provide for the rehabilitation of the lighting, sensors, and airfield signs on runway 10/28.

**Benefit:** Will comply with FAA safety regulations.

**Funding Source:** State Restricted Aeronautics Funds - \$243,000; NRAC Funds - \$27,000; Contract Total - \$270,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The construction will be bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 49686.

60. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2006-0500) between MDOT and the Alpena County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the taxiway signs and for pavement marking (phase II) at the Alpena County Regional Airport in Alpena, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$200,000. Source of Funds: FAA Funds - \$190,000; State Restricted Aeronautics Funds - \$5,000; Alpena County Funds - \$5,000.

**Purpose/Business Case:** To provide for the rehabilitation of the taxiway signs and for pavement marking (phase II).

**Benefit:** Will provide increased safety and reduced operational costs and will comply with FAA requirements.

**Funding Source:** FAA Funds - \$190,000; State Restricted Aeronautics Funds - \$5,000; Alpena County Funds - \$5,000; Contract Total - \$200,000.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction will be procured through federal procurement guidelines and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 49707.

61. MULTI-MODAL (Aeronautics) - Environmental Assessment and Site Selection

Contract (2006-0501) between MDOT and the City of Allegan will provide federal and state grant funds for the performance of an environmental assessment and wetland site selection (phase II) associated with the extension of runway 10/28 at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$70,000. Source of Funds: FAA Funds (via block grant) - \$56,000; State Restricted Aeronautics Funds - \$12,250; City of Allegan Funds - \$1,750.

**Purpose/Business Case:** To provide for the performance of an environmental assessment and wetland site selection (phase II) associated with the extension of runway 10/28.

**Benefit:** The decision whether or not to proceed with the runway extension project depends on how it will affect the surrounding environment. The assessment will provide the basis for this decision.

\* Denotes a non-standard contract/amendment

**Funding Source:** FAA Funds (via block grant) - \$56,000; State Restricted Aeronautics Funds - \$12,250; City of Allegan Funds - \$1,750; Contract Total - \$70,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is phase II of an existing project.

**Zip Code:** 49010.

62. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0502) between MDOT and the Otsego County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Gaylord Regional Airport in Gaylord, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** Increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$5,500.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than six years. Cost savings are found through analysis of the training.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49734.

63-69. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations issued under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% local agency funds.

|     | <u>Contract/Auth. #</u> | <u>MPO</u>                                      | <u>Amount</u> | <u>Zip Code</u> |
|-----|-------------------------|---|---------------|-----------------|
| 63. | 2006-0001/Z5            | Battle Creek Area Transportation Study          | \$ 37,218     | 49015           |
| 64. | 2006-0002/Z4            | Bay County Board of Commissioners               | \$ 39,601     | 48708           |
| 65. | 2006-0003/Z3            | Genesee County Metropolitan Planning Commission | \$339,030     | 48502           |
| 66. | 2006-0005/Z4            | Kalamazoo Area Transportation Study             | \$ 82,200     | 49001           |
| 67. | 2006-0007/Z3            | Region 2 Planning Commission                    | \$ 33,401     | 49201           |
| 68. | 2006-0008/Z4            | Saginaw County Metropolitan Planning Commission | \$ 45,871     | 48602           |
| 69. | 2006-0011/Z5            | Tri-County Regional Planning Commission         | \$104,811     | 48910           |



**Purpose/Business Case:** In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

**Benefit:** Will provide funding for MPO activities, in compliance with federal regulations.

**Funding Source:** Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 80% Federal Transit Administration Funds and 20% local agency funds.

**Commitment Level:** The costs of these projects are based on the federally-approved Unified Work Program (UWP) for the MPOs. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** These are on-going projects for transportation planning administrative grants.

**Zip Code:** See list above.

#### 70-78. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations issued under master planning agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional level. The authorizations will be in effect from October 1, 2006, through September 30, 2007. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds (Section PL112) and 18.15% local agency funds.

|     | <u>Contract/Auth. #</u> | <u>MPO</u>                                      | <u>Amount</u> | <u>Zip Code</u> |
|-----|-------------------------|---|---------------|-----------------|
| 70. | 2006-0001/Z6            | Battle Creek Area Transportation Study          | \$174,374     | 49015           |
| 71. | 2006-0002/Z5            | Bay County Board of Commissioners               | \$178,079     | 48708           |
| 72. | 2006-0003/Z4            | Genesee County Metropolitan Planning Commission | \$538,348     | 48502           |
| 73. | 2006-0005/Z5            | Kalamazoo Area Transportation Study             | \$345,793     | 49001           |
| 74. | 2006-0007/Z4            | Region 2 Planning Commission                    | \$201,125     | 49201           |
| 75. | 2006-0008/Z5            | Saginaw County Metropolitan Planning Commission | \$289,265     | 48602           |
| 76. | 2006-0010/Z7            | Southwestern Michigan Planning Commission       | \$158,619     | 49022           |
| 77. | 2006-0010/Z8            | Southwestern Michigan Planning Commission       | \$ 84,884     | 49022           |
| 78. | 2006-0011/Z6            | Tri-County Regional Planning Commission         | \$553,614     | 48910           |

**Purpose/Business Case:** In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

**Benefit:** Will provide for funding for MPO activities, in compliance with federal regulations.

**Funding Source:** Dedicated federal funds that must be passed through by the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 18.15% local agency funds

**Commitment Level:** The costs of these projects are based on the federally-approved Unified Work Program (UWP) for the MPOs. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** See list above.

79. TRANSPORTATION PLANNING – Access Management Plan

Project Authorization (Z10) under Master Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the performance of an access management study for the established US-41/M-26 corridor in Houghton County. The work items will include hiring a consultant to produce the plan, provide a project manager and project coordination, and create and integrate a Geographic Information System data layer in order to study the corridor, identify deficiencies, develop the access management plan, and develop access management zoning ordinance language to be adopted by the local government units. The authorization will be in effect from October 1, 2006, through September 30, 2007. The authorization amount will be \$84,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** RPO costs are fixed and limited by line item appropriation.

**Risk Assessment:** The RPOs provide an invaluable extension of MDOT resources.

**Cost Reduction:** The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

**Selection:** N/A.

**New Project Identification:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49931.

## STATE PROJECT

A 2006 highway preventive maintenance project.

**Zip Code:** 48227.

## LOCAL PROJECT

|     |                                   |               |                      |
|-----|-----------------------------------|---------------|----------------------|
| 81. | LETTING OF JUNE 02, 2006          | ENG. EST.     | LOW BID              |
|     | PROPOSAL 0606032                  | \$ 271,721.70 | \$ <b>317,471.64</b> |
|     | PROJECT STUL 21422-80644          |               |                      |
|     | LOCAL AGRMT. 06-5233              |               | % OVER/UNDER EST.    |
|     | START DATE - 10 days after award  |               |                      |
|     | COMPLETION DATE - AUGUST 25, 2006 |               | 16.84 %              |

1.37 mi of pavement removal, earthwork, hot mix asphalt paving, guardrail, and sewer work on 9th Avenue from 3rd Avenue to the northern city limits of Gladstone, Delta County.

| BIDDER                             | AS-SUBMITTED         | AS-CHECKED  |             |
|------------------------------------|----------------------|-------------|-------------|
| <b>Bacco Construction Company</b>  | <b>\$ 317,471.64</b> | <b>Same</b> | <b>1 **</b> |
| Oberstar, Inc.                     | \$ 318,882.94        | Same        | 2           |
| Barley Trucking & Excavating, Inc. | \$ 324,976.00        | Same        | 3           |
| Payne & Dolan, Inc.                | \$ 331,068.36        | Same        | 4           |
| Smith Paving, Inc.                 | \$ 334,184.90        | Same        | 5           |
| A. Lindberg & Sons, Inc.           | \$ 374,030.11        | Same        | 6           |
| J. Slagter & Son Construction Co.  |                      |             |             |
| Nashville Construction Company     |                      |             |             |

## 6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

## Source of Funds:

80644A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| City of Gladstone                    | 18.15 % |

**Selection:** Low bid.

**Zip Code:** 49837.

## EXTRAS

### 82. Extra 2006 - 98

Control Section/Job Number: 39405-76303 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Hoffman Bros., Inc.  
8574 Verona Road  
Battle Creek, MI 49014

Designed By: Paradigm Design, Inc.  
Engineer's Estimate: \$2,278,867.85

#### Description of Project:

1.09 miles of hot mix asphalt paving, pavement removal, drainage, earthwork, traffic signal, sidewalk, curb and gutter, landscaping, watermain item, pavement marking, and sanitary sewer work on Oakland Drive from Romence Road to West Centre Avenue in the city of Portage, Kalamazoo County.

|   |                              |                       |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date:               | March 1, 2005                |                       |
| Contract Date:                                    | March 3, 2005                |                       |
| Original Contract Amount:                         | \$1,831,663.62               |                       |
| Total of Overruns/Changes (Approved to Date):     | 84,307.15                    | + 4.60%               |
| Total of Extras/Adjustments (Approved to Date):   | 47,300.25                    | + 2.58%               |
| Total of Negative Adjustments (Approved to Date): | 0.00                         | + 0.00%               |
| <b>THIS REQUEST</b>                               | <b><u>112,305.31</u></b>     | <b><u>+ 6.13%</u></b> |
| <b>Revised Total</b>                              | <b><u>\$2,075,576.33</u></b> | <b>+ 13.31%</b>       |

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.18% over the original budget for an **Authorized to Date Amount** of \$1,963,271.02.

Approval of this extra will place the authorized status of the contract 13.31% or \$243,912.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 10

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

|  |                           |                            |
|--|---------------------------|----------------------------|
| Sewer, Abandon, Less than 24 inch          | 1,400.000 Ft @ \$4.93/Ft  | \$6,902.00                 |
| Excavation, Earth, Pond Adjustment         | 1.000 Ea @ \$3,400.00/Ea  | 3,400.00                   |
| Dewatering, Retention Basin                | 1.000 Ea @ \$9,800.00/Ea  | 9,800.00                   |
| Trenching, Special                         | 1.000 Ea @ \$3,339.00/Ea  | 3,339.00                   |
| Sandfill for Sidewalk Protection           | 1.000 Ea @ \$3,784.56/Ea  | 3,784.56                   |
| Dr Structure, Hand Built, 24 inch dia      | 4.000 Ea @ \$725.00/Ea    | 2,900.00                   |
| Dr Structure, Flat Top Adjustment          | 1.000 Ea @ \$675.00/Ea    | 675.00                     |
| Curb and Gutter, Special                   | 233.000 Ft @ \$20.00/Ft   | 4,660.00                   |
| Fence, Relocation, Retention Basin         | 295.000 Ft @ \$25.00/Ft   | 7,375.00                   |
| Pavt Mrkg, Type NR, 12" Crosswalk, Temp    | 162.000 Ft @ \$2.50/Ft    | 405.00                     |
| Pavt Mrkg, Type NR, 24" Stop Bar, Temp     | 34.500 Ft @ \$4.00/Ft     | 138.00                     |
| Pavt Mrkg, Type NR, Left Turn Arrow, Temp  | 12.000 Ea @ \$55.00/Ea    | 660.00                     |
| Pavt Mrkg, Type NR, Only Legend, Temp      | 3.000 Ea @ \$60.00/Ea     | 180.00                     |
| Pavt Mrkg, Type NR, Right Turn Arrow, Temp | 1.000 Ea @ \$55.00/Ea     | 55.00                      |
| Pavt Mrkg, Type NR, Thru Arrow, Temp       | 1.000 Ea @ \$45.00/Ea     | 45.00                      |
| Plastic Cones, Grabber Type, Furn & Oper   | 60.000 Ea @ \$32.00/Ea    | 1,920.00                   |
| Conduit, 2 inch, Modified                  | 1,836.000 Ft @ \$9.35/Ft  | 17,166.60                  |
| Conduit, Directional Bore                  | 3.000 Ea @ \$2,700.00/Ea  | 8,100.00                   |
| Conduit, Excavation, Special               | 1.000 Ea @ \$9,950.00/Ea  | 9,950.00                   |
| Copper Water Service Pipe, 1 inch          | 13.000 Ft @ \$12.00/Ft    | 156.00                     |
| Water Service, Curb Stop & Box, 1 inch     | 2.000 Ea @ \$225.00/Ea    | 450.00                     |
| Water Service, Curb Stop & Box, ¾ inch     | 8.000 Ea @ \$200.00/Ea    | 1,600.00                   |
| Watermain, Lowering for Conflict, 8 inch   | 3.000 Ea @ \$1,700.00/Ea  | 5,100.00                   |
| Water Service, Cap & Reconnect, 2 inch     | 1.000 Ea @ \$450.00/Ea    | 450.00                     |
| San Lateral, 8 inch                        | 23.000 Ft @ \$52.00/Ft    | 1,196.00                   |
| San Lateral, 6 inch, Retention Pond        | 237.500 Ft @ \$55.00/Ft   | 13,062.50                  |
| HMA, 36A                                   | 171.880 Ton @ \$32.55/Ton | 5,594.69                   |
| Pavt for Butt Joints, Rem                  | 596.000 Syd @ \$5.01/Syd  | 2,985.96                   |
| Stump, Rem, 19 inch to 36 inch             | 3.000 Ea @ \$85.00/Ea     | 255.00                     |
| <b>Total</b>                               |                           | <b><u>\$112,305.31</u></b> |

**Reason(s) for Extra(s)/Adjustment(s):**

The contractor was allowed to abandon a segment of the existing storm sewer in lieu of the as planned removal work. The abandonment method was allowed because it was less disruptive to the existing roadway and underground utilities, and it allowed expedited construction. The extra cost for Sewer, Abandon, Less than 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals. This extra work was completely offset by a previous \$12,020.00 reduction in the original bid item, Sewer, Rem, Less Than 24 inch.

The contractor was directed to perform additional grading work at Oakland Park Drive to increase the capacity of the existing storm water retention basin. During construction the city allowed tree removal in the basin area that was not allowed during the design phase; this tree removal allowed the expansion of the retention basin. This extra work is 100 percent funded by the local agency. The extra cost for Excavation, Earth, Pond Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and time and material submittals.

The additional grading work at the retention basin required dewatering operations. The dewatering operation allowed removal of the existing water, and work to be completed to the necessary grade and profile in dry conditions. This extra work is 100 percent funded by the local agency. The extra cost for Dewatering, Retention Basin was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The contractor was required to perform additional grading work at Oakland Drive and Romence Road to properly complete the right turn lane extension. This work was not included in the original grading work, but was necessary to complete the work per the plans and specifications. This extra work is 100 percent funded by the local agency. The extra cost for Trenching, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The contractor was directed to place temporary sand fill in several areas adjacent to newly completed sidewalk. Project staff was concerned about potential hazards to pedestrians, and final placement of topsoil was not completed at this time. Final placement of topsoil was completed the following spring. This extra work is 100 percent funded by the local agency. The extra cost for Sandfill for Sidewalk Protection was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The contractor was directed to modify several proposed drainage structures that were in conflict with an existing gas line. Pre-cast structures could not be used and the structures were required to be made on site. The extra cost for Dr Structure, Hand Built, 24 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items. This extra work was partially offset by a previous \$2,100 reduction in the original bid item, Dr Structure, 24" dia.

The contractor was directed to lower an existing drainage structure that was in conflict with the proposed roadway grade. The extra cost for Dr Structure, Flat Top Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The contractor was directed to place additional curb for the right turn lane extension at Oakland Drive and Romence Road. This work was not included in the original work quantities, but was necessary to complete the work per the plans and specifications. This curb work was hand work and not production curb work. This extra work is 100 percent funded by the local agency. The extra cost for Curb and Gutter, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The contractor was directed to relocate the existing fence surrounding the retention basin at Oakland Park Drive. The grading work necessitated the fence relocation to properly enclose the retention pond and provide safety to the local community. This extra work is 100 percent funded by the local agency. The extra cost for Fence, Relocation, Retention Basin was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The contractor was directed to place temporary pavement marking crosswalks and symbols to enhance safety for the pedestrians and the traveling public. These markings were necessary at various stages on the project. This extra work is 100 percent funded by the local agency. The extra cost for Pavt Mrkg, Type NR, 12" Crosswalk, Temp; Pavt Mrkg, Type NR, 24" Stop Bar, Temp; Pavt Mrkg, Type NR, Left Turn Arrow, Temp; Pavt Mrkg, Type NR, Only Legend, Temp; Pavt Mrkg, Type NR, Right Turn Arrow, Temp; and Pavt Mrkg, Type NR, Thru Arrow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor was directed to place thin plastic cones for delineation of driveways and other areas where space was a concern. These cones enhanced safety in these areas by maximizing the amount of space available to the traveling public. This extra work is 100 percent funded by the local agency. The extra cost for Plastic Cones, Grabber Type, Furn & Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

The contractor was directed to place several directional bore conduits and install direct bury conduit to facilitate the underground placement of overhead utility lines. These areas required directional bore and this work was not anticipated during the design phase. This extra work is 100 percent funded by the local agency. The extra cost for Conduit, 2 inch, Modified and Conduit, Excavation, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals. The extra cost for Conduit, Directional Bore was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local agency projects.

The contractor was directed to place a new service lead for a 1 inch water service, as all services on this project were replaced. The plans depicted this service as a  $\frac{3}{4}$  inch water service. This extra work is 100 percent funded by the local agency. The extra cost for Copper Water Service Pipe, 1 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar water service work. This extra work will be partially offset by a future reduction in the original  $\frac{3}{4}$  inch water service bid item.

Existing curb stops and boxes were located in the proposed road pavement. The contractor was directed to abandon these existing curb stops, cut in new curb stops, and place the boxes outside the proposed road pavement. This extra work is 100 percent funded by the local agency. The extra cost for Water Service, Curb Stop & Box, 1 inch and Water Service, Curb Stop & Box,  $\frac{3}{4}$  inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The proposed storm sewer was in conflict with the existing water main. The contractor was directed to lower the existing water main to keep water services active during the installation of the storm sewer. This extra work is 100 percent funded by the local agency. The extra cost for Watermain, Lowering for Conflict, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

An existing water service was not identified on the project plans, unmarked in the field, and was broken during storm sewer installation. The contractor was directed to place a stainless steel saddle over the old tap, the new tap was completed, and the existing water service reconnected. This extra work is 100 percent funded by the local agency. The extra cost for Water Service, Cap & Reconnect, 2 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.



The contractor was directed to place a sanitary sewer tee connection and a sewer lateral at station 32+00. This work was in lieu of the proposed 8 inch sanitary sewer at this location and was completed for future development to avoid roadway disruption on future tie-ins. This extra work is 100 percent funded by the local agency. The extra cost for San Lateral, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items. This work will be partially offset by a future reduction in the original bid item for sanitary sewer.

The contractor was directed to relocate the existing sanitary sewer lateral at the Oakland Drive Park storm sewer retention basin. The existing sanitary sewer lateral was in conflict with the proposed retention basin expansion. This extra work is 100 percent funded by the local agency. The extra cost for San Lateral, 6 inch, Retention Pond was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records, and time and material submittals.

The contractor was directed to utilize 36A asphalt for project driveways in lieu of the as planned 13A asphalt. The 36A material was considered more appropriate for driveways and handwork. The extra cost for HMA, 36A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index. This extra work was partially offset by a previous \$1,092.38 reduction in the original bid item, HMA 13A.

The contractor was directed to mill the surface of the existing asphalt at the north end of the project. The milling work allowed the proper transition into the existing pavement. This extra work is 100 percent funded by the local agency. The extra cost for Pavt for Butt Joints, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor was directed to remove several tree stumps that were not shown on the project plans, but were in conflict with the proposed work. This extra work is 100 percent funded by the local agency. The extra cost for Stump, Rem, 19 inch to 36 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; City of Portage, 18.15% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49002.

83. **Extra 2006 - 99**

|                                   |   |              |
|-----------------------------------|---|--------------|
| Control Section/Job Number:       | 63022-60082   | MDOT Project |
| State Administrative Board -      | This project exceeds the 6% Ad Board limit for reviewing extras.<br>This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras. |              |
| State Transportation Commission - | Does not meet criteria.   |              |
| Contractor:                       | Dan's Excavating, Inc.<br>12955 23 Mile Road<br>Shelby Twp., MI 48315   |              |
| Designed By:                      | MDOT  |              |
| Engineer's Estimate:              | \$15,592,720.50   |              |

Description of Project:

1.5 miles of pavement widening, bridge removal (S06), interchange reconstruction, grading and drainage structure, pavement marking, signal, freeway lighting, watermain and sanitary sewer relocation, and landscaping work on I-96 from west of I-96/Wixom Road interchange to west of Taft Road, Beck Road from north of 11 Mile Road to south of West Road, relocation of 12 Mile Road from east of Wixom Road to west of Taft Road in the cities of Novi and Wixom, in Oakland County.

|   |                               |                       |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date:               | April 20, 2004                |                       |
| Contract Date:                                    | May 6, 2004                   |                       |
| Original Contract Amount:                         | \$14,891,137.33               |                       |
| Total of Overruns/Changes (Approved to Date):     | 1,445,923.35                  | + 9.71%               |
| Total of Extras/Adjustments (Approved to Date):   | 773,662.86                    | + 5.20%               |
| Total of Negative Adjustments (Approved to Date): | (84,365.85)                   | - 0.57%               |
| <b>THIS REQUEST</b>                               | <b><u>150,777.60</u></b>      | <b><u>+ 1.01%</u></b> |
| <b>Revised Total</b>                              | <b><u>\$17,177,135.29</u></b> | <b>+ 15.35%</b>       |

**Offset Information**

|                            |               |         |
|----------------------------|---------------|---------|
| Total Offsets This Request | (162,257.20)  | - 1.09% |
| Net Revised Request        | (\$11,479.60) | - 0.08% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.34% over the original budget for an **Authorized to Date Amount** of \$17,026,357.69.

Approval of this extra will place the authorized status of the contract 15.35% or \$2,285,997.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount       | SAB Date |
|-------------|------------------------------|--------------|----------|
| 2006-86     | 58                           | \$301,897.68 | 07/05/06 |

Contract Modification Number(s): 23

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 23**

|                         |                              |                            |
|-------------------------|------------------------------|----------------------------|
| Aggregate Base, 16 inch | 12,564.800 Syd @ \$12.00/Syd | <u>\$150,777.60</u>        |
| <b>Total</b>            |                              | <b><u>\$150,777.60</u></b> |

**CM 23 Offset Information**

|                                       |                              |                       |
|---------------------------------------|------------------------------|-----------------------|
| Open-Graded Dr Cse, 4 inch, Modified  | -12,564.000 Syd @ \$3.00/Syd | (\$37,692.00)         |
| Geotextile Separator                  | -12,564.000 Syd @ \$2.00/Syd | (25,128.00)           |
| Subbase, CIP                          | -5,078.200 Cyd @ \$16.00/Cyd | (81,251.20)           |
| Underdrain, Pipe, Open-Graded, 6 inch | -3,031.000 Ft @ \$6.00/Ft    | <u>(18,186.00)</u>    |
| <b>Total</b>                          |                              | <b>(\$162,257.20)</b> |

|                           |                      |
|---------------------------|----------------------|
| Net Revised CM 23 Request | <u>(\$11,479.60)</u> |
|---------------------------|----------------------|

**Reason(s) for Extra(s)/Adjustment(s):**

The contractor was directed to change the roadway section from the as planned typical section on a section of Beck Road and all of Ramp A. This change was directed to facilitate late season work and re-open a portion of the interchange. It allowed Ramp A to be opened to traffic prior to the winter shut down period. The change involved the elimination of the sand subbase and open graded drainage course layers, and the placement of a full depth 21A aggregate base course layer. The full depth aggregate base course layer is currently being used on reconstruction projects throughout the region. The proposed material has been shown to drain equivalently or better than the as planned material, provides a better structural number, and performs better during construction operations. The extra cost for Aggregate Base, 16 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar work in MDOT's Average Unit Price Index. The extra cost is completely offset by a \$162,257.20 reduction in the original bid items as shown above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; City of Novi, 20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48374.

**OVERRUN**

84. **Overrun 2006 - 32**

Control Section/Job Number: 22427-80672 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Bailey Excavating, Inc.  
P.O. Box 660  
Jackson, MI 49204

Designed By: MMA, Inc.  
Engineer's Estimate: \$364,549.50

Description of Project:

0.39 miles of road reconstruction including cold milling hot mix asphalt surface, concrete curb and gutter, drainage improvement, hot mix asphalt pavement, and pavement marking work on East/North Boulevard from Pyle Drive to Hooper Street, in the city of Kingsford, Dickinson County.

|   |                            |                       |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date:               | June 7, 2005               |                       |
| Contract Date:                                    | June 17, 2005              |                       |
| Original Contract Amount:                         | \$306,236.12               |                       |
| Total of Overruns/Changes (Approved to Date):     | 30,623.61                  | + 10.00%              |
| Total of Extras/Adjustments (Approved to Date):   | 11,950.47                  | + 3.90%               |
| Total of Negative Adjustments (Approved to Date): | 0.00                       | + 0.00%               |
| <b>THIS REQUEST</b>                               | <b><u>6,875.00</u></b>     | <b>+ <u>2.24%</u></b> |
| <b>Revised Total</b>                              | <b><u>\$355,685.20</u></b> | <b>+ 16.14%</b>       |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.90% over the original budget for an **Authorized to Date Amount** of \$348,810.20.

Approval of this overrun will place the authorized status of the contract 16.14% or \$49,449.08 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

|                    |                           |                          |
|--------------------|---------------------------|--------------------------|
| HMA, 13A, Modified | 137.500/Ton @ \$50.00/Ton | <u>\$6,875.00</u>        |
| <b>Total</b>       |                           | <b><u>\$6,875.00</u></b> |

**Reason(s) for Overrun(s):**

The gravel grade on the project was staked at the low end of tolerance band per the 2003 Standard Specifications for Construction. The asphalt grade on the project was paved to the high end of the tolerance band plus an additional 3/8 inch depth to ensure positive drainage to the curb and gutter. These slight grade differences caused an overrun in the original pay item HMA, 13A, Modified. The maximum federal fund participating amount has been exceeded and this overrun is 100 percent funded by the local agency.

The work item HMA, 13A, Modified is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; City of Kingsford, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 4

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director

## SUPPLEMENTAL AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 12, 2006 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: July 18, 2006, - Lake Ontario Room,  
3<sup>rd</sup> Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### BID LETTING

#### STATE PROJECTS

|    |                                   |                 |                   |
|----|-----------------------------------|-----------------|-------------------|
| 1. | LETTING OF MARCH 03, 2006         | ENG. EST.       | LOW BID           |
|    | PROPOSAL 0603113                  | \$ 1,150,981.08 | \$ 1,208,254.90   |
|    | PROJECT NH 82121-84041            |                 |                   |
|    | LOCAL AGRMT.                      |                 | % OVER/UNDER EST. |
|    | START DATE - JULY 10, 2006        |                 |                   |
|    | COMPLETION DATE - AUGUST 12, 2006 |                 | 4.98 %            |

6.27 mi of multiple course microsurfacing with overband crack filling, on M-5 (Grand River Avenue) from M-39 (Southfield Freeway) southeasterly to Scotten/Lothrop Streets, in the city of Detroit, Wayne County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

| BIDDER                               | AS-SUBMITTED           | AS-CHECKED  |             |
|--------------------------------------|------------------------|-------------|-------------|
| <b>Terry Asphalt Materials, Inc.</b> | <b>\$ 1,208,254.90</b> | <b>Same</b> | <b>1 **</b> |
| Municipal Construction, Inc.         | \$ 986,681.62          | Same        | WD          |
| Strawser Incorporated                | \$ 1,384,163.39        | Same        | 2           |

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84041A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48227.

2. LETTING OF JULY 07, 2006  
 PROPOSAL 0607045 \$ ENG. EST. 542,036.30 \$ LOW BID 391,747.80  
 PROJECT NH 29011-72897  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 26, 2006  
 COMPLETION DATE - SEPTEMBER 26, 2008 -27.73 %

Construction of 7.01 acres emergent and 31.81 acres forested wetland mitigation located in the northwest quadrant of the US-127 and M-57 interchange, Gratiot County.

| BIDDER                              | AS-SUBMITTED         | AS-CHECKED    |             |
|-------------------------------------|----------------------|---------------|-------------|
| <b>Fonson, Inc.</b>                 | <b>\$ 391,747.80</b> | <b>Same</b>   | <b>1 **</b> |
| Anderson-Fischer & Associates, Inc. | \$ 409,731.10        | Same          | 2           |
| D.J. McQuestion & Sons, Inc.        | \$ 432,323.30        | Same          | 3           |
| Cadwell Brothers Construction       | \$ 489,495.47        | \$ 489,435.47 | 4           |
| Fisher Contracting Company          | \$ 539,414.78        | Same          | 5           |
| Tri-Valley Landscaping, Inc.        | \$ 558,549.40        | Same          | 6           |
| Nashville Construction Company      | \$ 563,679.05        | Same          | 7           |
| Rohde Brothers Excavating, Inc.     | \$ 596,076.55        | Same          | 8           |
| Zito Construction Co.               | \$ 637,711.60        | Same          | 9           |
| C.A. Hull Co., Inc.                 |                      |               |             |
| Maclean Construction Company        |                      |               |             |
| Marine City Nursery Company         |                      |               |             |
| Milbocker and Sons, Inc.            |                      |               |             |
| Central Michigan Contracting, Inc.  |                      |               |             |
| Kamminga & Roodvoets, Inc.          |                      |               |             |
| 3-S Construction, Inc.              |                      |               |             |
| L.J. Construction, Inc.             |                      |               |             |
| D & R Earthmoving, LLC              |                      |               |             |
| Crawford Contracting, Inc.          |                      |               |             |
| Youngstrom Contracting, Inc.        |                      |               |             |
| Angelo Iafrate Construction Company |                      |               |             |
| Davis Construction, Inc.            |                      |               |             |
| Stein Construction Co., Inc.        |                      |               |             |
| M & M Excavating Co., Inc.          |                      |               |             |
| C. R. Hunt Construction Company     |                      |               |             |
| McDowell Construction, L.L.C.       |                      |               |             |
| Champagne and Marx Excavating, Inc. |                      |               |             |

9 Bidders

**Purpose/Business Case:** Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have already been constructed or are to be constructed in the future.

**Benefit:** Adherence to existing federal and state environmental laws, regulations and guidelines.

**Funding Source:**

72897A

|                                      |         |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds     | 18.15 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds and inability to award and construct related projects.

**Cost Reduction:** Cost savings would be those realized on the related project that impacted the existing wetlands.

**Selection:** Low bid.

**New Project Identification:** Replacement of existing wetlands.

**Selection:** Low bid.

**Zip Code:** 48874.

|    |                                      |                 |                   |
|----|--------------------------------------|-----------------|-------------------|
| 3. | LETTING OF JULY 07, 2006             | ENG. EST.       | LOW BID           |
|    | PROPOSAL 0607069                     | \$ 1,517,541.18 | \$ 1,594,552.70   |
|    | PROJECT NH 82121-84042               |                 |                   |
|    | LOCAL AGRMT.                         |                 | % OVER/UNDER EST. |
|    | START DATE - JULY 30, 2006           |                 |                   |
|    | COMPLETION DATE - SEPTEMBER 23, 2006 |                 | 5.07 %            |

3.29 mi of hot mix asphalt cold milling and resurfacing with drainage structure clean out and special pavement markings on M-5 (Grand River Avenue) from Scotten Street southeasterly to Cass Avenue, in the city of Detroit, Wayne County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

10.00 % DBE participation required

| BIDDER                         | AS-SUBMITTED           | AS-CHECKED  |             |
|--------------------------------|------------------------|-------------|-------------|
| <b>Cadillac Asphalt, LLC.</b>  | <b>\$ 1,594,552.70</b> | <b>Same</b> | <b>1 **</b> |
| Ajax Paving Industries, Inc.   | \$ 1,645,900.12        | Same        | 2           |
| Barrett Paving Materials, Inc. | \$ 1,719,843.04        | Same        | 3           |
| ABC Paving Company             |                        |             |             |

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.



**Funding Source:**

84042A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48216.

4. LETTING OF JULY 07, 2006 ENG. EST. LOW BID  
 PROPOSAL 0607070 \$ 231,722.01 \$ 188,957.25  
 PROJECT IM 82024-87279  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 28, 2006  
 COMPLETION DATE - SEPTEMBER 18, 2006 -18.46 %

11.36 mi of hot mix asphalt crack treatment, warranty on I-94 (Edsel Ford Freeway) from I-96 easterly to Conner Street in the city of Detroit, in Wayne County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

| BIDDER                              | AS-SUBMITTED  | AS-CHECKED |      |
|-------------------------------------|---------------|------------|------|
| Michigan Joint Sealing, Inc.        | \$ 188,957.25 | Same       | 1 ** |
| Interstate Sealant & Concrete, Inc. | \$ 189,409.63 | Same       | 2    |
| Scodeller Construction, Inc.        | \$ 452,532.50 | Same       | 3    |
| Fahrner Asphalt Sealers, Inc.       |               |            |      |

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87279A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Zip Code:** 48211.

0.24 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repair, excavation, aggregate base and pavement markings on M-13 from Johnson Street northerly to the I-675 bridge, on M-46 from Prueter Street easterly to Outer Drive, on M-46 (Stephens Street) from west of Michigan Avenue to Michigan Avenue and on M-58 near the intersection of Ethel Avenue in the city of Saginaw, Saginaw County.

| BIDDER                                | AS-SUBMITTED        | AS-CHECKED  |             |
|---------------------------------------|---------------------|-------------|-------------|
| <b>Saginaw Asphalt Paving Company</b> | <b>\$ 73,099.00</b> | <b>Same</b> | <b>1 **</b> |
| Pyramid Paving & Contracting Co.,     | \$ 90,101.50        | Same        | 2           |
| Lois Kay Contracting Co.              | \$ 90,489.20        | Same        | 3           |
| C & D Hughes, Inc.                    |                     |             |             |

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M40603

|                                  |     |   |
|----------------------------------|-----|---|
| State Restricted Trunkline Funds | 100 | % |
|----------------------------------|-----|---|

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48602.

6. LETTING OF JULY 07, 2006  
 PROPOSAL 0607074  
 PROJECT M 81011-M60623  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 16, 2006

ENG. EST.  
 \$ 196,823.67

LOW BID  
 \$ 178,434.00

% OVER/UNDER EST.  
 -9.34 %

0.15 mi of widening for right turn lane on M-52 from  
 south of Werkner Road northerly to north of Werkner Road,  
 Washtenaw County.

| BIDDER                         | AS-SUBMITTED         | AS-CHECKED  |             |
|--------------------------------|----------------------|-------------|-------------|
| <b>C &amp; D Hughes, Inc.</b>  | <b>\$ 178,434.00</b> | <b>Same</b> | <b>1 **</b> |
| Fonson, Inc.                   | \$ 198,875.66        | Same        | 2           |
| Brady Sand & Gravel, Inc.      | \$ 212,189.77        | Same        | 3           |
| Ajax Paving Industries, Inc.   |                      |             |             |
| Cadillac Asphalt, LLC.         |                      |             |             |
| Barrett Paving Materials, Inc. |                      |             |             |

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M60623

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48118.

7. LETTING OF JULY 07, 2006  
 PROPOSAL 0607075  
 PROJECT M 52042-M10650  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2006

|                   |               |
|-------------------|---------------|
| ENG. EST.         | LOW BID       |
| \$ 130,453.48     | \$ 136,289.50 |
| % OVER/UNDER EST. |               |
|                   | 4.47 %        |

1.65 mi of drainage improvements on US-41 from the Carp River Bridge to west of Main Street, Marquette County.

| BIDDER                              | AS-SUBMITTED         | AS-CHECKED  |             |
|-------------------------------------|----------------------|-------------|-------------|
| <b>Associated Constructors, LLC</b> | <b>\$ 136,289.50</b> | <b>Same</b> | <b>1 **</b> |
| A. Lindberg & Sons, Inc.            | \$ 169,633.00        | Same        | 2           |
| Bacco Construction Company          | \$ 172,743.40        | Same        | 3           |
| Smith Paving, Inc.                  | \$ 188,371.00        | Same        | 4           |

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M10650

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49855.

## LOCAL PROJECTS

|    |                                      |               |                      |
|----|--------------------------------------|---------------|----------------------|
| 8. | LETTING OF JULY 07, 2006             | ENG. EST.     | LOW BID              |
|    | PROPOSAL 0607006                     | \$ 234,328.75 | \$ <b>218,028.00</b> |
|    | PROJECT STH 41609-84960              |               |                      |
|    | LOCAL AGRMT. 06-5275                 |               | % OVER/UNDER EST.    |
|    | START DATE - AUGUST 14, 2006         |               |                      |
|    | COMPLETION DATE - SEPTEMBER 15, 2006 |               | -6.96 %              |

0.18 mi of road reconstruction, including storm sewer, concrete curb and gutter, hot mix asphalt paving, concrete sidewalk and pavement markings on Pine Street from Needlewood Street to Main Street in the city of Cedar Springs, Kent County.

| BIDDER                             | AS-SUBMITTED         | AS-CHECKED    |             |
|------------------------------------|----------------------|---------------|-------------|
| <b>Kentwood Excavating, Inc.</b>   | <b>\$ 218,028.00</b> | <b>Same</b>   | <b>1 **</b> |
| Dean's Landscaping & Excavating    | \$ 229,831.44        | Same          | 2           |
| Brenner Excavating, Inc.           | \$ 238,013.85        | Same          | 3           |
| Dykema Excavators, Inc.            | \$ 263,890.25        | Same          | 4           |
| Schippers Excavating, Inc.         | \$ 265,000.00        | Same          | 5           |
| C & D Hughes, Inc.                 | \$ 267,872.21        | Same          | 6           |
| Kamminga & Roodvoets, Inc.         | \$ 292,388.44        | Same          | 7           |
| Diversco Construction Company Inc. | \$ 365,764.00        | \$ 362,264.00 | 8           |
| Weick Bros., Inc.                  |                      |               |             |
| Milbocker and Sons, Inc.           |                      |               |             |

## 8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

## Source of Funds:

84960A

|                                      |         |
|--------------------------------------|---------|
| City of Cedar Springs                | 25.37 % |
| Federal Highway Administration Funds | 74.63 % |

**Selection:** Low bid.

**Zip Code:** 49319.

9. LETTING OF JULY 07, 2006 ENG. EST. LOW BID  
 PROPOSAL 0607008 \$ 70,395.00 \$ 53,752.00  
 PROJECT STH 47609-84972  
 LOCAL AGRMT. 06-5271 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 29, 2006 -23.64 %

Traffic signal upgrade on Old US-23 at Hilton Road,  
 Livingston County.

| BIDDER                              | AS-SUBMITTED        | AS-CHECKED  |             |
|-------------------------------------|---------------------|-------------|-------------|
| <b>Severance Electric Co., Inc.</b> | <b>\$ 53,752.00</b> | <b>Same</b> | <b>1 **</b> |
| J. Ranck Electric, Inc.             | \$ 54,501.04        | Same        | 2           |
| Rauhorn Electric, Inc.              | \$ 56,740.00        | Same        | 3           |
| Metropolitan Power & Lighting, Inc. | \$ 57,204.00        | Same        | 4           |
| J R Howell Airport Lighting LLC     | \$ 57,902.00        | Same        | 5           |
| Trans Tech Electric Limited Partner | \$ 63,215.00        | Same        | 6           |
| Alpha Electric, Inc.                | \$ 65,807.00        | Same        | 7           |
| Transformer Inspection Retrofill    | \$ 77,335.00        | Same        | 8           |
| Posen Construction, Inc.            | \$ 78,377.00        | Same        | 9           |

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

|                                      |         |
|--------------------------------------|---------|
| 84972A                               |         |
| Livingston County                    | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Selection:** Low bid.

**Zip Code:** 48114.

10. LETTING OF JULY 07, 2006  
 PROPOSAL 0607026  
 PROJECT STH 07609-84932  
 LOCAL AGRMT. 06-5268  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2006

ENG. EST.  
 \$ 399,001.85

LOW BID  
 \$ 436,546.79

% OVER/UNDER EST.  
 9.41 %

2.14 mi of hot mix asphalt crushing and shaping, shoulder,  
 underdrains, hot mix asphalt surfacing on Aura Road south of  
 Second Sand Beach to Pequaming Road, Baraga County.

| BIDDER                         | AS-SUBMITTED         | AS-CHECKED  |             |
|--------------------------------|----------------------|-------------|-------------|
| <b>Payne &amp; Dolan, Inc.</b> | <b>\$ 436,546.79</b> | <b>Same</b> | <b>1 **</b> |
| Bacco Construction Company     | \$ 444,093.42        | Same        | 2           |

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

84932A

|                                      |         |
|--------------------------------------|---------|
| Baraga County                        | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Selection:** Low bid.

**Zip Code:** 49946.

11. LETTING OF JULY 07, 2006  
 PROPOSAL 0607034  
 PROJECT EDDF 04555-77467, ETC  
 LOCAL AGRMT. 06-5292  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 29, 2006

ENG. EST. \$ 700,701.94 \$ 687,834.09  
 % OVER/UNDER EST.  
 -1.84 %

1.61 mi of hot mix asphalt road reconstruction, concrete box culvert replacement and drainage improvements on French Road from Hamilton Road northerly to north of Guyotte Road, Alpena County.

5.00 % DBE participation required

| BIDDER                         | AS-SUBMITTED         | AS-CHECKED  |             |
|--------------------------------|----------------------|-------------|-------------|
| <b>Cordes Excavating, Inc.</b> | <b>\$ 687,834.09</b> | <b>Same</b> | <b>1 **</b> |
| D.J. McQuestion & Sons, Inc.   | \$ 703,382.67        | Same        | 2           |
| M & M Excavating Co., Inc.     | \$ 785,696.00        | Same        | 3           |
| Bolen Asphalt Paving, Inc.     |                      |             |             |
| J.E. Kloote Contracting, Inc.  |                      |             |             |
| Bacco Construction Company     |                      |             |             |
| Anlaan Corporation             |                      |             |             |
| Lee Wood Contracting, Inc.     |                      |             |             |
| Payne & Dolan, Inc.            |                      |             |             |

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

|                                      |         |
|--------------------------------------|---------|
| 77467A                               |         |
| Alpena County                        | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |
| 84929A                               |         |
| Alpena County                        | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Selection:** Low bid.

**Zip Code:** 49707.



12. LETTING OF JULY 07, 2006  
 PROPOSAL 0607056 \$ ENG. EST. LOW BID  
 PROJECT STH 63609-84964 \$ 411,752.50 \$ 410,776.25  
 LOCAL AGRMT. 06-5308 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2006 -0.24 %

0.27 mi of road widening and hot mix asphalt resurfacing  
 and pavement markings on Pontiac Lake Road from Cass Lake  
 Road to Scott Lake Road, Oakland County.

5.00 % DBE participation required

| BIDDER                              | AS-SUBMITTED         | AS-CHECKED  |             |
|-------------------------------------|----------------------|-------------|-------------|
| <b>Cadillac Asphalt, LLC.</b>       | <b>\$ 410,776.25</b> | <b>Same</b> | <b>1 **</b> |
| Ajax Paving Industries, Inc.        | \$ 452,347.10        | Same        | 2           |
| Six-S, Inc.                         | \$ 458,819.41        | Same        | 3           |
| Barrett Paving Materials, Inc.      | \$ 502,910.50        | Same        | 4           |
| Ace Asphalt & Paving Co.            |                      |             |             |
| Florence Cement Company             |                      |             |             |
| The Oakland Excavating Company      |                      |             |             |
| ABC Paving Company                  |                      |             |             |
| Commerce Construction & Landscaping |                      |             |             |

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

|                                      |         |
|--------------------------------------|---------|
| 84964A                               |         |
| Oakland County                       | 20.14 % |
| Federal Highway Administration Funds | 79.86 % |

**Selection:** Low bid.

**Zip Code:** 48328.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of May 17, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director